

Date: Tuesday, 8/21/2007 3:42:43 PM
User: Kim Johnston

Process Sheet

Customer : CU-DAR001 Dart Helicopters Services	Drawing Name : 206 L WEB
Job Number : 34169	
Estimate Number : 10722	
P.O. Number : <u>N/A</u>	Part Number : D26547
This Issue : 8/21/2007 S.O. No. : <u>N/A</u>	Drawing Number : D2654 REV.E1
Prsht Rev. : NC	Project Number : N/A
First Issue : <u>N/A</u> Type : LANDING GEAR	Drawing Revision : E1
Previous Run : 34075	Material : <u>N/A</u>
Written By : <u>AD 0822</u>	Due Date : 8/28/2007
Checked & Approved By : <u>AD 0822</u>	Qty: <u>7</u> Um: Each
Comment : Est Rev:D 99.02.04 Fixed typo, Changed procedure DM Est Rev:e 06.04.05 Added level21 EC	

Additional Product

Job Number:



Seq. #:	Machine Or Operation:	Description :
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1.0	D26007140	EXT. "I BEAM" THICK
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Comment: Qty.: 1.0000 Each(s)/Unit Total : 6.0000 Each(s)

Pick:

Qty	Part Number	Description	Batch
1	D2600-7- 140	Web	<u>B21966</u>

7-8-29

2.0	LANDING GEAR 1	LANDING GEAR RESOURCE 1
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Comment: LANDING GEAR RESOURCE 1

- 1-Cut D2600-7 to length as per Dwg D2654
- 2-Drill pilot holes in web using drill jig DT 8018-7 as per Dwg D2654
- 3-Using the uni-bit, open holes to finish size as per Dwg D2654
- 4-Deburr holes and ends

7-8-29

7-8-29
07/08/30

P10

(x7)

3.0	QC5	INSPECT WORK TO CURRENT STEP
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Comment: INSPECT WORK TO CURRENT STEP

08.31

POSITIVE
RECALL

4.0	HAND FINISHING1	HAND FINISHING RESOURCE #1
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Comment: HAND FINISHING RESOURCE #1
Chemical Conversion Coat as per QSI 005 4.1

7-8-31

(x7)

W/O:		WORK ORDER CHANGES						
DATE	STEP	PROCEDURE CHANGE		By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector

Part No: _____ PAR #: _____ Fault Category: _____ NCR: Yes ☒ No ☐ DQA: 12 Date: 07/09/04
 QA: N/C Closed: _____ Date: _____

NCR:		WORK ORDER NON-CONFORMANCE (NCR)							
DATE	STEP	Description of NC Section A	Corrective Action		Section B		Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date				
07/08/30	#	one web has the holes to a oval shape,	<u>QSIU12</u>	<ul style="list-style-type: none"> Open hole to 0.625". deburr Touch-up with Alacelene 	<u>7-8-31</u>		<u>07/08/31</u>	<u>QSIU12</u>	<u>AO830</u>
		R.C. new employee working on webs,		Positive recall, Approved in D.S. Approval.	<u>AO8-04</u>				

NOTE: Date & initial all entries

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Customer: CU-DAR001 Dart Helicopters Services

Drawing Name: 206 L WEB

Job Number: 34169

Part Number: D26547

Job Number:



Seq. #:

Machine Or Operation:

Description :

5.0

QC3

INSPECT POWDER COAT/CHEMICAL CONVERSION



Comment: INSPECT POWDER COAT/CHEMICAL CONVERSION

BE 07-08-31

6.0

PACKAGING 1

PACKAGING RESOURCE #1



Comment: PACKAGING RESOURCE #1

Identify and Stock

Location: _____

u 7-9-4

7.0

QC21

FINAL INSPECTION/W/O RELEASE



Comment: FINAL INSPECTION/W/O RELEASE



Job Completion



POSITIVE RECALL

EFFECTIVE 07-08-30 AUTH u

RELEASED u DATE 07-09-04

W/O:		WORK ORDER CHANGES							
DATE	STEP	PROCEDURE CHANGE		By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector	

Part No: _____ PAR #: _____ Fault Category: _____ NCR: Yes No DQA: _____ Date: _____

QA: N/C Closed: _____ Date: _____

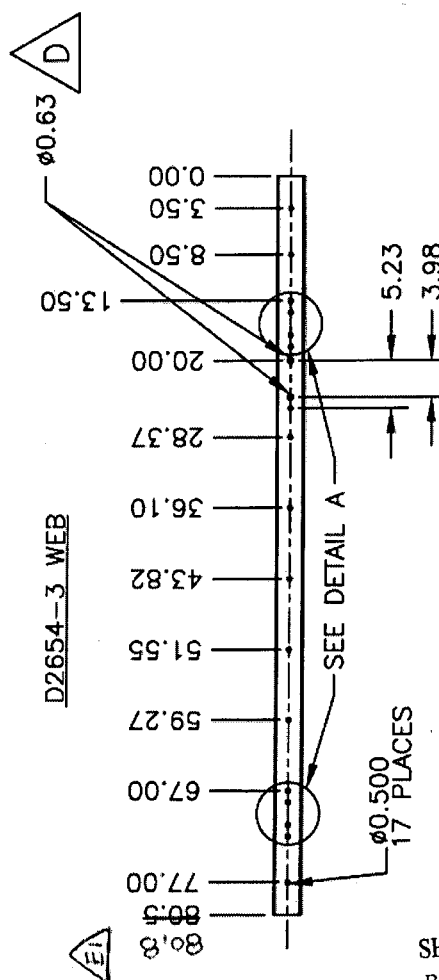
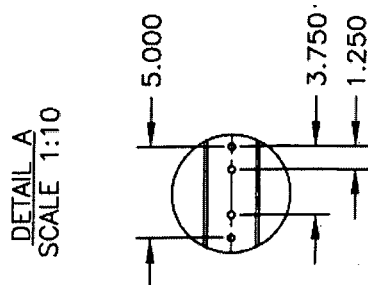
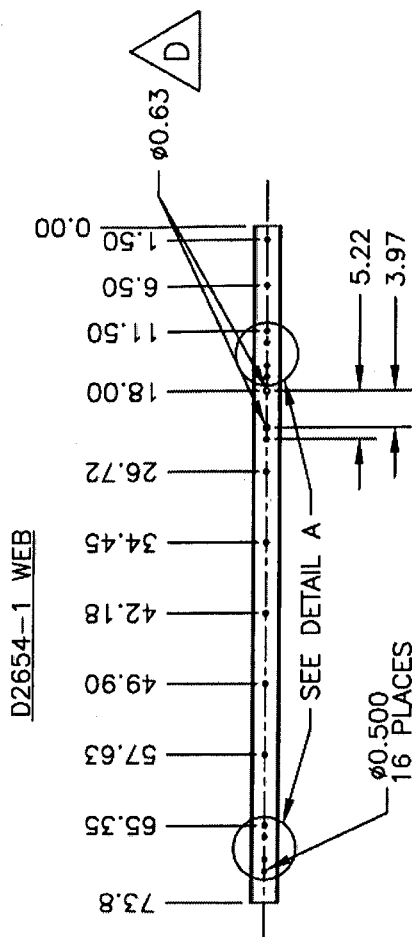
NCR:		WORK ORDER NON-CONFORMANCE (NCR)							
DATE	STEP	Description of NC Section A	Corrective Action		Section B		Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date				

NOTE: Date & initial all entries



DESIGN	CP	DRAWN BY	CP	DART AEROSPACE USA, INC.	
				PORT HADLOCK, WA	
CHECKED	#	APPROVED	#	DRAWING NO.	REV. E
				D2654	SHEET 1 OF 2
DATE	04.05.26			TITLE	SCALE
				WEB	1:20
A	97.03.25	NEW ISSUE			
B	97.06.26	ALTER HOLE PATRN., 0.500 WAS 0.438			
C	97.10.29	CHANGED HOLE PATTERN			
D	98.01.15	GHW HOLES CHANGED TO $\phi 0.63$			
E	04.05.26	CHANGE LENGTHS, REFORMAT			
E1	04.08.04	PER TOOLING; 80.8 WAS 80.5			

RELEASED
04.06.22

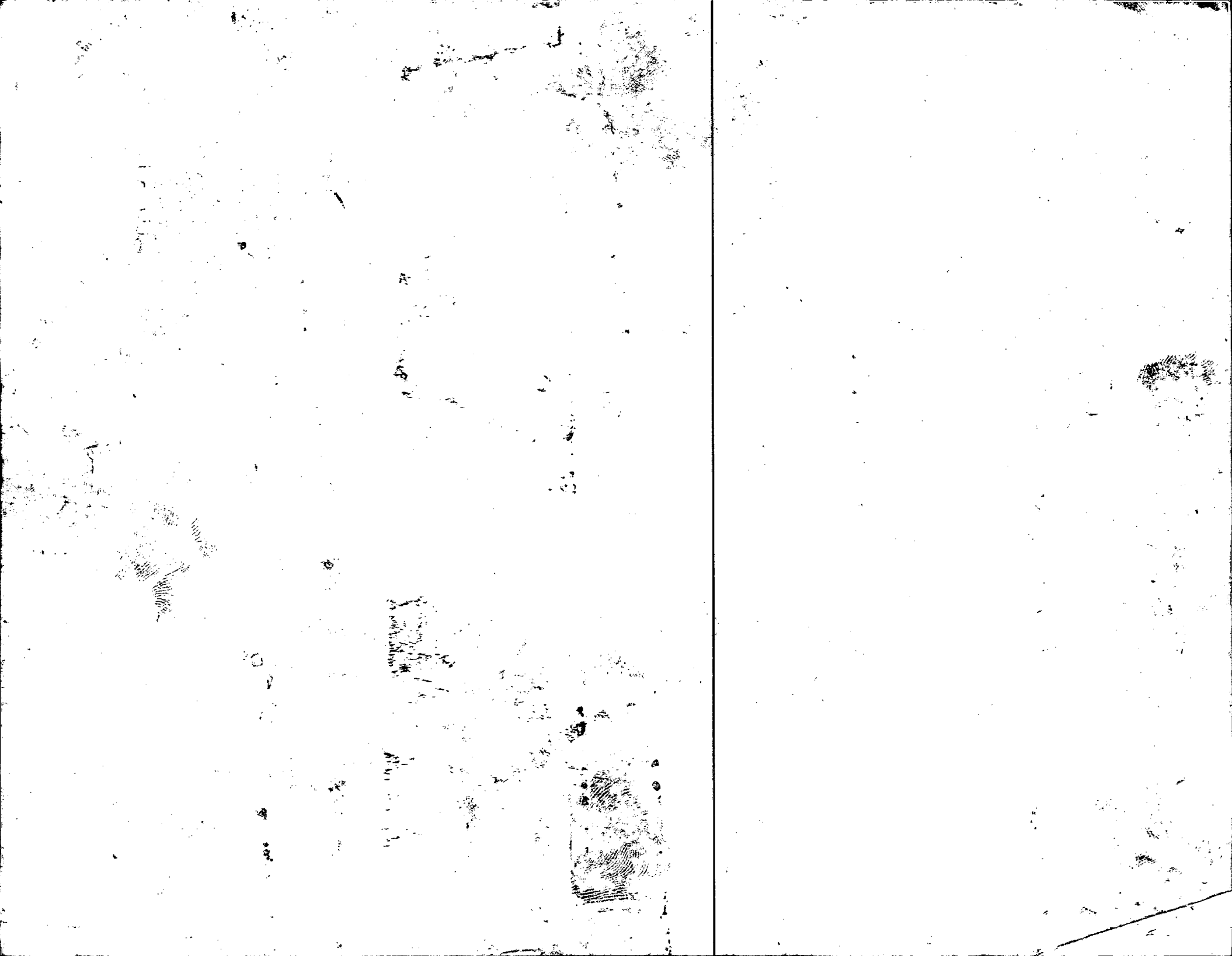


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NO. 34169

MAKE FROM D2600-5-108 EXTRUSION
FINISH: CHEMICAL CONVERSION COAT PER DART QSI 005 4.1
TOLERANCES ARE PER DART QSI 018 UNLESS OTHERWISE NOTED

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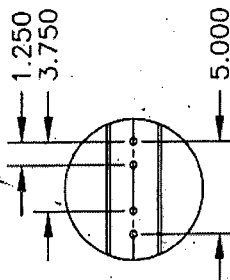
DART



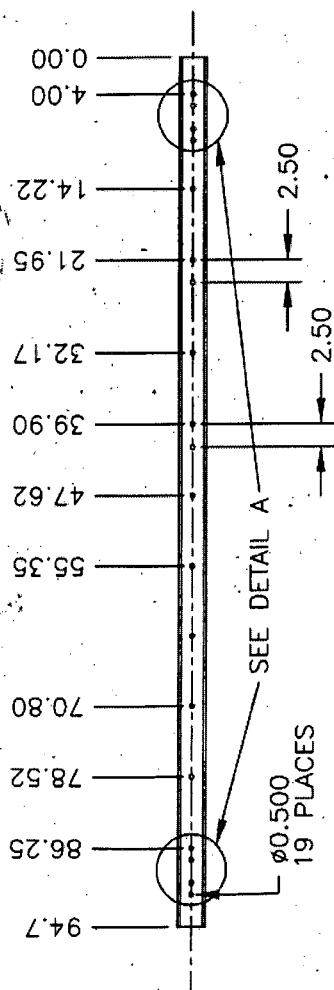
DESIGN <i>UP</i>	DRAWN BY <i>UP</i>	DART AEROSPACE USA, INC. PORT HADLOCK, WA	
CHECKED <i>[Signature]</i>	APPROVED <i>[Signature]</i>	DRAWING NO. D2654	REV. 1 SHEET 2 OF 2
DATE 04.05.26	TITLE WEB	SCALE 1:20	

RELEASED
04.06.22

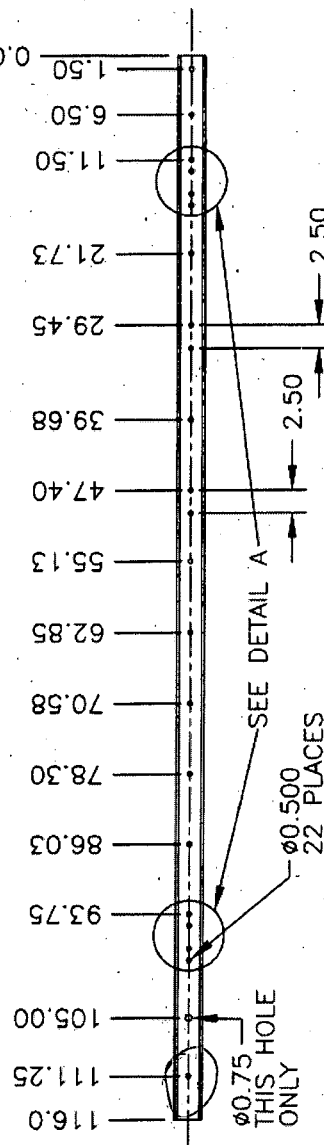
DETAIL A
SCALE 1:10



D2654-5 WEB



D2654-7 WEB

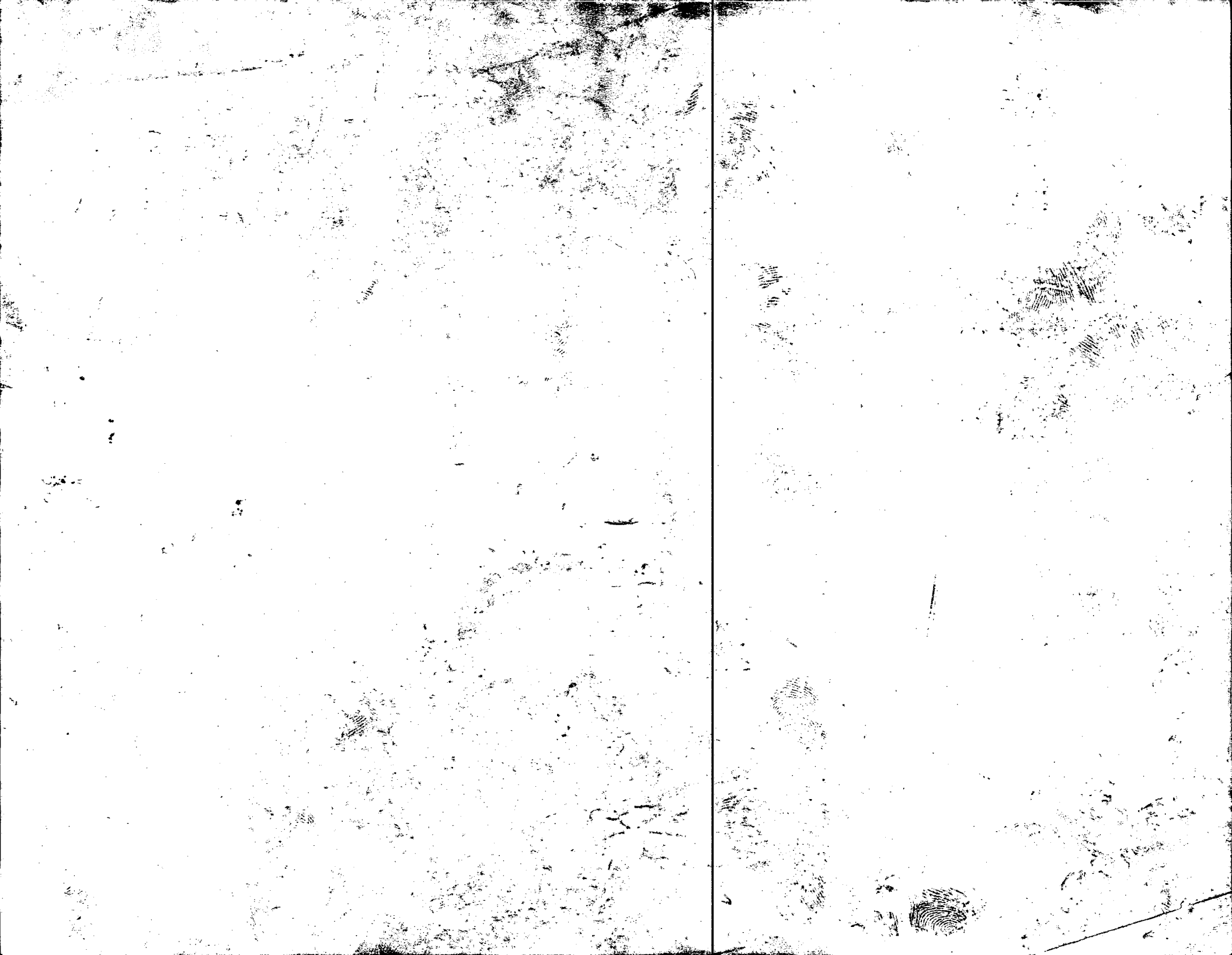


MAKE FROM D2600-7-125 EXTRUSION
FINISH: CHEMICAL CONVERSION COAT PER DART QSI 005 4.1
TOLERANCES ARE PER DART QSI 018 UNLESS OTHERWISE NOTED

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Jason Murdoch

From: David Shepherd [dshepherd@dartaero.com]
Sent: Friday, August 31, 2007 11:17 AM
To: 'Jason Murdoch'
Subject: RE: NCR D2554-7 B34169

Either option is acceptable to me, as long as we have decent edge distance to the front of the web. The decision is yours.

David

From: Jason Murdoch [mailto:jmurdoch@dartaero.com]
Sent: Thursday, August 30, 2007 1:42 PM
To: 'David Shepherd'
Cc: 'L Lacelle'
Subject: NCR D2554-7 B34169

Hi Dave. There was 1 web that the most fwd hole was ovalized upon drilling. The hole is supposed to be 0.500", and the widest part of the hole is close to 0.600". I debured it as round as I could get it, leaving it 0.550" — 0.610". Can we leave this as is, or can we open it to 0.625" to make it round?

jmurdoch@dartaero.com
Q.C. COORDINATOR

No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.5.484 / Virus Database: 269.12.12/979 - Release Date: 8/29/2007 8:21 PM

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9/4/2007